

## CHAPTER 10 KEY POINTS

Rest areas and rest stops are an integral part of Utah's transportation system. They provide relief for people driving long distances, particularly truckers. The trucking industry must follow regulations for making rest stops, and it is in Utah's best interest to provide adequate facilities for truckers.



[Click here for the UDOT Planning webpage.](#)

## Chapter 10

# Rest Areas and Rest Stops

### 10.1 Overview

10.1

Rest areas and rest stop facilities are an important part of the state transportation system. Motorists need a place to rejuvenate to remain alert and drive safely. Although an important safety feature for all drivers, rest areas and rest stops are essential to the trucking industry. Truckers travel hundreds of miles and have mandated rest intervals. Appropriately spaced rest areas and rest stops with adequate facilities help meet the needs of automobile and truck drivers, and maintain the safety and cleanliness of Utah's highways.

This chapter uses the terms *rest area* and *rest stop*. UDOT builds, owns, and maintains rest areas. The rest area system also includes multi-agency partnerships, where several agencies combine various facility requirements into a single building such as a combined rest stop/visitor information center/museum. Rest stops are private facilities (typically truck stops or large gas stations) added to the rest area system through public/private partnership agreements that allow the public to use the facilities without being customers.

The Utah Transportation Commission recognizes that UDOT needs a consistent vision for its rest area/rest stop system, and in 2002 asked UDOT to define an appropriate level of service at rest areas and rest stops. The UDOT Rest Area Committee has been formed to provide this vision, and its recommendations are pending.

Transportation 2030 does not intend to set the criteria for rest area and rest stop services. Rather, this chapter discusses how rest areas and rest stops fit into the overall system, and will be updated when the Committee results become available.



A map showing rest areas and rest stops in Utah is located at the end of this chapter.

### 10.2 Major Focus Areas and Goals

10.2

#### Develop Levels of Service

UDOT's first priority is to determine an appropriate service level to establish and maintain at rest areas and rest stops. UDOT must consider driver expectations, balanced with Utah's constrained highway funding.

The demand to establish appropriate level-of-service criteria is driven by the pressing need to upgrade or replace a large percentage of the state's existing rest areas. Many structures and facilities have exceeded their life expectancy, and new rest areas are needed in order to meet reasonable spacing expectations. Before more work is done to fill these needs, service parameters must be defined.



The state has been negotiating with private enterprises to create more rest stops throughout Utah.

### Expand the Rest Stop Partnership Program

The state has been negotiating with private enterprises to create more rest stops throughout Utah. To qualify for the program, these rest stops must be open 24 hours a day, be clean, provide adequate restroom facilities and auto/truck parking, and not obligate users to make a purchase. They also need to provide adequate space to park and be near the highway for easy access.

Recent surveys and discussions with the trucking industry have provided a clearer picture of driver needs. A 2001 UDOT survey indicated that drivers prefer private facilities to rest areas. In contrast, the input received during freight outreach meetings in 2003 showed that the industry was opposed to adding more public/private partnerships. Initial analysis of the 2003 comments indicates that truck drivers may prefer private facilities for rest breaks (in conjunction with meals, showers, and refueling) but would rather use public rest areas for toilet breaks. The UDOT Rest Area Committee will need to further investigate these preferences.

10.3

## 10.3 Funding

Rest area projects are funded by the State Transportation Fund. Although rest area projects compete with other highway needs, a significant budget is expended each year for maintaining rest areas. Over the past decade, the Transportation Commission has also approved several new rest areas. Maintenance will continue, and rest stop and rest area new construction and upgrades will occur as funding for projects becomes available. As new visitor centers are added and older ones are upgraded to handle increasing tourism and recreation, UDOT will continue to proactively seek partnership opportunities to establish rest stops at multi-agency, shared-use facilities.

10.4

## 10.4 Recommended Projects

Although a phase is given to each project in the following table, no specific funding sources have been identified. The Transportation Commission will weigh the need for these facilities against other needs identified in this plan. Once the UDOT Rest Area Committee has completed its analysis and made recommendations, the status of these projects will be better defined.

### New Rest Area and Rest Stop Needs

COUNTY	REGION	ROUTE	PROJECT NAME/LOCATION	PROJECT CONCEPT	PHASE	ESTIMATED COST
BOX ELDER	Region 1	15	Brigham Welcome Center	New Construction	2	\$3,000,000
BOX ELDER	Region 1	84	Snowville Public/Private Partnership Site	Public/Private Partnership	2	\$100,000
TOOELE	Region 2	80	Wendover Public/Private Partnership Site	Public/Private Partnership	2	\$100,000
SUMMIT	Region 3	84	Echo Rest Area	Relocation	1	\$2,300,000
JUAB	Region 3	15	Nephi Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
JUAB	Region 3	15	Mills Rest Area	New Construction	*	\$2,000,000
EMERY	Region 4	70	Ghost Rocks (San Rafael) Rest Area	New Construction	1	\$1,300,000
UTAH	Region 4	6	Tucker Rest Area	Relocation	1	\$25,000,000
WASHINGTON	Region 4	15	St. George Welcome Center	Replacement	1	\$3,250,000
WAYNE	Region 4	24	Torrey - Multi-Agency Visitor Facility	New Construction	1	\$500,000
KANE	Region 4	89	Big Water - Multi-Agency Visitor Facility	New Construction	1	\$500,000
SEVIER	Region 4	70	Richfield Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
MILLARD	Region 4	15	Fillmore Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
MILLARD	Region 4	15	Scipio Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
KANE	Region 4	89	Mt. Carmel Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
BEAVER	Region 4	15	Beaver Public/Private Partnership Site	Public/Private Partnership	1	\$100,000
MILLARD	Region 4	6	Ferguson Rest Area	New Construction	2	\$800,000
SANPETE	Region 4	6	Hilltop Rest Area	New Construction	2	\$800,000
GARFIELD	Region 4	12	Boulder Rest Area	New Construction	2	\$700,000
EMERY	Region 4	6	Woodside Rest Area	New Construction	2	\$1,000,000
WAYNE	Region 4	24	Hanksville Rest Area	New Construction	2	\$1,000,000
KANE	Region 4	89	Mt. Carmel Junction Rest Area	New Construction	*	\$1,600,000
MILLARD	Region 4	15	Kanosh Rest Area	New Construction	*	\$1,800,000

\*These sites are on hold pending success of the proposed public/private partnership sites located nearby

## UTAH

## Rest Areas and Rest Stops



